

Aruba Esso News

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LAGO PRESIDENT W. A. Murray talks with representatives of the Netherlands Industrial Advisory Council, guests of Lago at an April 18 luncheon. With him are P. Groen, center, and F. J. F. M. van Thiel, a council chairman and new chairman of the Netherlands Lower House. PRESIDENT DI Lago W. A. Murray ta combersa cu representantenan di Consejo Advisorio Industrial di Holanda, cu tabata huespedes di Lago na un comida April 18. Hunto cu ne ta P. Groen, centro, y F. J. F. M. van Thiel, un presidente di e consejo y presidente nobo di Segundo Camara Holandes.

Esfuerzonan Pa Tene su Posicion Splica Na Miembronan di Consejo Industrial

E base economico cu Lago a duna y lo sigui duna e comunidad Arubano a worde accentuá door di President W. A. Murray den un declaracion cortico pero fuerte na representantenan di Consejo Advisorio Industrial di Reinado Holandes. Despues di un comida na Esso Club na honor di e bishitantenan, e President di Lago en corto a splica Lago su historia y a mencioná e esfuerzonan y placa cu a worde gastá pa mantene Lago su posicion competitivo ariba mercado internacional di azeta.

Manera Sr. Murray a muntra, tene Lago competitivo den circulanon internacional tambe ta nifica tene un miembro economicamente salud y contribuyente den e comunidad Arubano. E huespedes, kende tabata inclui varios oficialnan di industria Holandes y gubernamental, representantenan di e Consejo di Antillas y miembronan di Directiva di Asociacion di Comercio y Industria di Aruba a worde bisá cu Lago masha definitivamente tin plan pa keda na Aruba. "Nos no tin idea di bai, pa tanto tempo cu nos por keda competitivo, y por tene nos costonan abao y eficiencia halto," Sr. Murray a bisa.

Desde 1957, Sr. Murray a bisa e grupo, Lago a gasta over di 100 million florin pa modernizá nos planta-

Dr. Schendstok To Retire As Head Medical Internist; L. Belton Also Retires

Dr. Johan D. Schendstok will leave Aruba about May 7 to join the ranks of Lago annuitants. Chief internist in the Medical Department for the past seven years, he will complete more than twenty-five years' service on retiring.

Dr. Schendstok joined the Medical Department as a junior physician Jan. 6, 1938. He was promoted to physician in 1942 and reached the position as senior physician Nov. 1, 1945, serving in that capacity until his 1956 promotion as chief internist. During his employment he had no break in service.

Lloyd Belton is also joining the annuitants' ranks after twenty-one years' service. He joined Lago as a laborer in Processing-Utilities Feb. 16, 1939. He was assigned to the Electrical craft as a laborer in 1942 and received six promotions during his service. He retires as an electrician A, the position he has held since March 16, 1955.



J. D. Schendstok

nan pa nos por keda den negoshi. El a bisa cu Lago lo gasta mas pa sigui keda den negoshi. "Nos no ta mirando na e dia di awe," el a bisa. "Ni tampoco nos ta mira na mayan. Nos preocupacion ta e dia despues di mayan, y nos ta planeando hopi mas adilanti pasobra nos tin confianza cu nos lo keda aki."

Un miembro principal di e delegacion tabata F. J. F. M. van Thiel, kende recientemente a worde eligi president di Segunda Camara di Holanda, un posicion cu ta corresponde na e Presidente di e Camara di Representantenan di Estados Unidos. El ta actua como di president di e Consejo. Sr. van Thiel a reconoce Sr. Murray su comentarionan y a expresa su aprecio pa e confianza cu Lago tin den Antillas. Tambe el a reconoce e parte significante cu Lago ta ocupa den desaroyo di Antillas.

E conferencia di dos dia a studia esfuerzonan pa trece industrianan nobo na Antillas y Surinam, proteccion di inversion stranhero contra riesgo comercial excesivo, publicidad di oportunidadnan industrial y e programa di e Consejo pa 1963.

Murray y Dolph Lo Papia Na Sesionan di Directiva Programa pa Mei 9 y 10

President W. A. Murray lo papia tocante puntanan principal di Lago su posicion competitivo na e sesionnan Informativo di Directiva pa 1963. Nan lo worde teni Diahuebes y Dia- biernes, Mei 9 y 10 for di 9 te 11 a.m. den Teatro di Esso Club.

R. N. Dolph, gerente di Departamento Economico di Creole Petroleum Corporation, a worde invitá pa papia ariba "E Historia di Creole." Un periodo pa pregunta y contesta ta ariba e programa despues di koffie.

President Murray, kende lo actua como president pa e sesionnan, a papia anja pasá ariba Lago su posicion den industria petrolero mundial. M. E. Fisk, vice president y gerente general di Antilles Chemical Company, a papia ariba aspectonan di e planta quimico na Barcadera.

E sesionnan di e anja aki lo culminá cu e fiesta anual di directiva Diabiernes, Mei 10, na Aruba Caribbean Hotel.

Programa di Paseo pa Familiarianan Lo Cambia Temporariamente

Durante ausencia di R. E. Muller, kende lo ta na vacacion for di Mei 20 te na Juni 18, Severiano Luydens lo ta Public Relations Asistente interino. Paseonan pa bishitantenan stranhero lo worde conduci durante e periodo aki solamente ariba Diamars y Diabiernes atardi. Paseonan di familia lo worde descontinúa durante e periodo aki.

Murray, Dolph Will Speak At Management Sessions Scheduled for May 9, 10

President W. A. Murray will speak on highlights of Lago's competitive position at the 1963 Management Information sessions. They will be held Thursday and Friday, May 9 and 10 from 9 to 11 a.m. at the Esso Club Theater.

R. N. Dolph, manager of the Economics Department for Creole Petroleum Corporation, has been invited to speak on "The Creole Story." A question and answer period is scheduled after a coffee break.

President Murray, who will serve as chairman for the sessions, spoke last year on Lago's position in the world-wide petroleum industry. M. E. Fisk, vice president and general manager of the Antilles Chemical Company, spoke on aspects of the Barcadera chemical plant.

This year's sessions will culminate with the annual management party Friday, May 10 at the Aruba Caribbean Hotel.

Dr. Schendstok Ta Retira Como Hefe Internista; L. Belton Tambe Ta Retira

Dr. Johan D. Schendstok lo laga Aruba mas o menos Mei 7 pa drenta fila di pensionistanan di Lago. Siendo hefe di internista den Departamento Medico pa e ultimo siete anja, el lo completa mas e binti-cinco anja di servicio ora cu e bai cu pension.

Dr. Schendstok a drenta Departamento Medico como un dokter Jan. 6, 1938. El a haya promocion na 1942 y a yega e posicion di dokter mayor Nov. 1, 1945, den cual capacidad el a traha te su promocion di 1956.

El no tabatin ningun interrupcion di servicio durante su empleo.

Lloyd Belton tambe ta drenta fila di pensionistanan despues di binti-un anja di servicio. El a drenta servicio di Lago como un peon den Processing-Utilities Feb. 16, 1939. El a bai pa Mechanical-Electrical como un peon na 1942 y a ricibi seis promocion durante su servicio. El ta retira como un Electricien A, e posicion cual el ta ocupa desde 1955.

Kamperveen Wins Fls. 60 For Safety Suggestion in Coin-Your-Ideas Program

G. A. L. Kamperveen, a tradesman B in Mechanical-Electrical, has been named Safety CYI Suggester-of-the-Month. He was awarded Fls. 35 for his suggestion and an additional Fls. 25 for being selected as safety suggester.

Mr. Kamperveen suggested alterations to freon compressors at the Marine Office air-conditioning room. His proposal, since adopted, changes neutral wires, which came directly to solenoid valve coils on each compressor, reconnecting them to an auxiliary contact in each starter.

This provides a means of de-energizing the control circuit when securing the air circuit breaker for maintenance work.

Lago's Efforts To Hold Position Told To Industry Advisory Council Members

The economic base that Lago has given and will continue to give the community of Aruba was emphasized by President W. A. Murray in a short but cogent statement to representatives of the Industrial Advisory Council of the Netherlands Kingdom. Following an Esso Club luncheon in honor of the visitors, the Lago president briefly outlined Lago's history and iterated the efforts and money that have been expended to maintain Lago's competitive position in the international oil market.

As Mr. Murray pointed out, keeping Lago competitive in international circles also means keeping an economically healthy, contributing member in the Aruba community. The guests, which included several Netherlands industrialists and government officials, Antillean representatives of the council and members of the Aruba Trade and Industry Association Board, were told that Lago very definitely plans to remain in Aruba. "We have no idea of leaving, just as long as we can remain competitive, keep our costs low and efficiency high," Mr. Murray said.

Since 1957, Mr. Murray told the group, Lago has spent over Fls. 100

Lago Physicians Awarded Order of Orange-Nassau By Resolution of Queen

Two Lago physicians were among those honored April 29 when they were decorated as officers in the Order of Orange-Nassau. The decorations were presented by Lieutenant Governor O. S. Henriquez to Dr. John B. M. van Ogtrop, assistant medical director of Lago Hospital, and Dr. Johan D. Schendstok, retiring after more than twenty-five years with the hospital.

Deputy I. S. de Cuba was also named an officer in the order in recognition of his service to the Aruba community, which included an extensive period as Acting Lieutenant Governor.

Mrs. M. E. de Kort, a schoolteacher for thirty-four years, was awarded a gold medal in the order for her outstanding contributions to Aruban youngsters.

Dr. Van Ogtrop worked in the Wilhelmina Hospital of Amsterdam from 1936 to 1938, when he became a physician in Lago's Medical Department. He will commemorate his twenty-fifth year in Lago service May 5. For many years Dr. Van Ogtrop has been a member of the Board of Administration of the San Pedro de Verona Hospital. He is also a member of the Medical Council of Discipline.

(Continued on page 2)



SAFETY CYI Suggester of the month is G. A. L. Kamperveen of Mechanical-Electrical. His suggestion involves alterations to freon compressors in the Marine Office air-conditioning room. He received awards totaling

Fls. 60 for his CYI idea.

SUGERIDOR DI Seguridad di CYI pa e luna ta G. A. L. Kamperveen di Mechanical-Electrical. Su idea ta pa haci cambionan na compresonan di freon den cuarto airecondicionador den Oficina di Marina. El a ricibi premionan cu un total di Fls. 60 pa su idea di CYI.

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E Vista Ta Bunita, Trahador Ariba Chimenea Ta Bisa Despues di Inspecta Smokestack

Colgando na laria no ta peligroso en total, asina un homber cu mester sabi a bisa. Y loke ta parece demasiado confianza personal ora el ta mas cu 300 pia halto ariba Refineria di Lago no ta bravura tampoco. E colgador na halto, uno di e dos representantenan di Custodis Construction Company di New York City, tabata sodando libre, despues di a caba di baha ariba terra firma despues di a desmantela e treinta-y-cuatro trapinan cu tabata bai pa e top di e chimenea di Powerhouse No. 2.

"Generalmente bo por baha e trapinan den poco menos cu mei ora," John McHugh, foreman y Rigger pa e proyecto, a bisa, "pero bao condicionnan perfecto." Aki esaki ta nifica ora no tin biento. Pa desmantela e trapinan di 310 pia largo marrá na banda di e chimenea a tumele dos ora, el a bisa.

Trahamento na tal halturanan "no ta preocupa mi ni tin tiki," e Ierlandes di Weymouth, Massachusetts, a bisa. "El ta mitar macaco," su hefe, Lyle Hough, a agregá.

E compania aki, cu a traha Lago su tres chimena di concreto, ta inspeccioná nan awor y lo duna un raport tocante nan condicion y un calculo di costo di reparacion. Cada cin-

co anja Lago ta contractá e compania pa inspeccioná e smokestack-nan. E otro chimeneanan, cu ta na Powerhouse No. 1, ta net un poco menos cu 300 pia y como 200 pia respectivamente.

E parti mas duro di e trabao, Sr. McHugh a admiti, ta pa traha ariba e trapinan mes. "Bo tin tur clase di proteccion ariba e stelashi volante," el a bisa. "Una vez el ta marrá aya ariba, e no por laga bai." El a pone enfasis ariba "no por."

"Oh," el a agrega, "de vez en cuando el ta slip un poco, manera ora bo haya tres homber ariba un banda di dje, pero nos maderá special ta lihé y e bracketnan y e cable fuerte..... eseynan ta duna hopi proteccion."

E bracketnan, balkinan triangular di diez liber, ta colgá for di e cable cu ta poni rond y ta marrá na e chimenea. Tur cos mester worde hizá ariba y cu e biento na Aruba "algun di e trapinan tabata worde mandá cincuenta of sesenta pia casi directo afor di e chimenea," Sr. MacHugh a bisa. "Ta pesey nos tabatin mester un yudanza extra ariba terra pa traha cu e cabuyanan."

"Pa trabao," Sr. Hough a nota, "nos mester a usa tabla di ceda. Eseynan si tabata pisa!" Nan equipo y maderá y tur otro cos ta worde embarcá pa e lugar na unda nan siguiente proyecto ta warda nan, si ta posible. Sr. MacHugh ta viaha como 30,000 milla pa anja — horizontalmente en todo caso — pa e compania; Sr. Hough su viahenan ta cubri como 40,000 milla.

Bientonan na Aruba "ta supla pasa e chimenea na un velocidad di cuarenta of cincuenta milla pa ora, ora bo ta aya riba," Sr. McHugh a bisa. "Si bo ta na e banda protehá contra biento, anto bo ta den e huma. El ta sigui bo, y algun bez bo mester haci liher pa sali for di dje."

E mes compania aki, Sr. Hough a nota, a construi e chimenea mas halto di mundo na Madison, Indiana. El tin un haltura di 707 pia.

"Mi no a traha ariba esey," Sr. McHugh, a bisa manera un poco desapuntá pasobra el no a traha aya.

"E trabao ta basta seguro," el a bisa. "Pues, aki bao ta mas peligroso..... mientras el tabata muntra na su cutis cla cu ta cuminsa bira corrá, "ta mas peligroso pa drumi den solo aki."



WORKING ALOFT, even around the top of the chimney on No. 2 Powerhouse, is all routine to foreman-rigger John McHugh. TRAHAMENTO NA halto, aunque cu ta rond di e top di e chimenea di Powerhouse No. 2, ta cos di rutina pa Foreman di Rigger John McHugh.

Work Atop 310-Foot Chimney Isn't a Job for Acrophiles

Fear of Heights Lacking For Rigger, Surveying Lago's Tall Smokestacks

High-riding isn't dangerous at all, according to a man who ought to know, and what looks like utter self-reliance more than 300 feet above the Lago refinery isn't bravado, either. The high-rider, one of two representatives of the Custodis Construction Company of New York City, was perspiring freely, having just alighted on terra firma after dismantling the thirty-four ladders that led to the top of the chimney on No. 2 Powerhouse.

"Usually you can take down ladders in a hair under half an hour," said John McHugh, foreman-rigger on the project, "under perfect conditions." Here that would mean no wind. To dismantle the 310 feet of ladders tied to the side of that chimney took him two hours, he said.

Working at such heights "doesn't bother me a bit," the Weymouth, Massachusetts, Irishman said. "He's part monkey," added his supervisor, Lyle Hough.

The firm, which built Lago's three concrete smoketacks, is inspecting them, and will furnish reports on their condition and an estimate of cost of repairs. Lago contracts the company every five years to inspect the stacks.

The other stacks, at No. 1 Powerhouse, measure just under 300 feet and about 200 feet high, respectively.

The rough part of the job, admitted Mr. McHugh, is working on the ladders themselves. "You've got all kinds of protection on the flying scaffold," he said. "Once it's secured up there, it can't let go." He emphasized the word "can't."

"Oh," he added, "once in a while it'll slip a little, like when you get three men on one side of it, but our special lightweight lumber and the brackets and the taut cable — that's

plenty protection." The brackets, triangular ten-pound trusses, are hung from the cable that's brought around the chimney and secured. Everything has to be hoisted aloft, and with Aruba winds, "some of the ladders were blowing fifty or sixty feet, almost straight out," Mr. McHugh said. "That's why we needed the extra help on the ground, to handle the lines."

"One job," Mr. Hough noted, "we had to use cedar planks. Were they heavy!" Their rigging, lumber and all, is shipped to wherever their next project is, if possible. Mr. McHugh travels about 30,000 miles a year — horizontally, that is — for the company; Mr. Hough, about 40,000 miles.

Aruba winds "breeze in past the chimney about forty or fifty miles an hour when you get up there," Mr. McHugh said. "If you get into the lee side of the chimney, that's where the smoke goes. It chases you, and sometimes you have to run like the devil to keep out of it."

The same firm, Mr. Hough noted, built the tallest chimney in the world, at Madison, Indiana. It rises 707 feet.

"I didn't work on that one, though," said Mr. McHugh, scuffing his ripple-soled safety shoes on the pavement and sounding disappointed that he didn't.

"It's pretty safe," he said. "Why, it's more dangerous here....." he pointed to his light complexion, just turning a bright pink, "it's more dangerous lying out in the sun here."

Diezun Orador A Papia di Seguridad Fuera di Trabao

Diezun orador tabata ariba programa pa papia pa varios gruponan di Aruba bao e Programa di Seguridad Fuera di Trabao pa luna di April. Nan tabata Severiano Luydens, I. V. A. Mendes, J. J. R. Beaujon, F. Christiaans, H. P. E. Ecury, J. Noguera, S. Geerman, M. Croes, T. Figaroa, C. de Cuba y J. Opydke.

Queen's Olympiad Trophy Presentations Scheduled for May 7

Trophies will be presented to winners of events in the XXIII Queen's Olympiad at Lago Sport Park May 7. The presentations will be held in conjunction with the parade and official opening of the 1963 island baseball season.

DECORATED

(Continued from page 1)

He acts as liaison doctor in the medical field between Lago and the government agencies in Aruba, and presides over monthly meetings at Lago in which all physicians in Aruba participate. He has acted as Lago Hospital medical director on several occasions.

Dr. Schendstok practiced medicine in Holland from 1932 to 1938, when he was employed by Lago. Chief internist at the Lago Hospital, he was characterized during the ceremonies as "a modest personality who, by assiduous work and much study, keeps himself abreast of the developments in his field of specialism, and whose advice is often sought by his colleagues."

The awards were made by Royal Resolution of April 24, 1963.

SERVICE AWARDS

20-Year Buttons

- Emile V. Cato Marine Department
- Dominico Koolman Rec. & Shipping
- Jean A. Hlidge LOF
- Alphonso Ras Rec. & Shipping
- Secundino Kock Storehouse
- Ferdinand R. Lo Fo Sang Electrical
- Gabriel D. Ruiz Metal Crafts
- Albert M. Clark Technical Department

10-Year Buttons

- Martino Arends C&LE
- Mervin W. Dosset Utilities
- Geronimo S. Sille Paint

Storehouse Ta Gana Torneo Den Concurso di Softball; Trofeonan Worde Presenta

Trofeonan a worde presentá na Lago Sport Park recientemente na e ganadornan den e Torneo di Knock-out pa 1963 pa Softball Inter-Departamental. Siete equipo a participa, cu Storehouse ganando 11-9 for di Electrical den weganan preliminar, siguiendo despues pa derrota di G.O.B. 2 cu anotacion di 17-6 y 6-1 den eliminacion final di dos wega ganá for di tres.

Ramon Hodge di equipo di Storehouse a gana titulo di campeon di torneo den batmento cu un averaje di .714 cu cinco hits den siete biaha na bate. Kenneth Abrahams di Storehouse tabata segundo, cu averaje di .625 den e weganan cu cinco hits den ocho biaha na bate.

Equiponan participando tabata Machinist, G.O.B. 1, G.O.B. 2, Storehouse, Metal Crafts, Instrument y Electrical.

Cuatro equipo a participa den concurso di LSP pa Softball Femenino: San Nicolas Juniors, Los Vets, Fanny Shop Stars y Oranjestad Braves. Fanny Shop Stars a derrota equipo di Braves 5-3 capturando e titulo.

Srta. Wine Bergeik di Braves a gana e titulo di batamento cu un averaje di .555 pa cinco hits den nueve biaha na bate. Sub-campeon tabata Srta. Olga Muller di Juniors, (Continua na pagina 7)



THIS FISHPOND appears normal — except that sometimes it isn't there. In fact, sometimes it's nearly bone dry. After heavy rains, youngsters go to Tanki Casaribam, which it's called, in Santa Cruz. Baiting the hook, center photo, is the hardest part. Mario Ras, right, shows the easiest and most pleasant, dangling from his string. Fish type is unknown.

E TANKI di pisca aki ta parece normal — excepto cu algun tempo e no ta existi. En realidad, algun tempo e ta completamente seco. Despues di yobida grandi, hobennan ta bai na Tanki Cas Ariba, asina e tanki na Santa Cruz ta worde yamá. E parti mas dificil ta pa pone has na e anzuela, foto den centro. Mario Ras, banda drechi, ta muntra e parti mas facil.

Industrial Advisory Council Guests Of Lago Management At Luncheon



INDUSTRIAL ADVISORY Council representatives from the Netherlands are shown during a luncheon April 18 at the Esso Club, when they were guests of Lago. The Council, promoting industrial development in Surinam and the Netherlands Antilles, met with island colleagues to discuss attracting foreign investment to the area.

REPRESENTANTENAN DI Consejo Adisorio Industrial for di Holanda ta munstrá durante un comida na Esso Club April 18, ora nan tabata huesped di Lago. E Consejo, pa promove desaroyo industrial na Surinam y Antillas Holandes, a tene reunion hunto cu nan coleganan di e isla pa discuti e topico di atraccion di inversion estranhero pa e region aki.

Open Doors on the Moon May Be Fatal Without the Right Kind of Lubricants

The first man on the moon could open the door of his space rocket — and never get it closed again. The lack of atmosphere at the moon's surface might cause conventional oils and greases to evaporate and force the door to "freeze" open, scientists from Esso Research and Engineering Company told the American Chemical Society.

Alan Beerbower and David Zudkevitch said all moving parts on satellites and rockets must be given at least a thin film of lubricant that won't evaporate in the vacuum of space. So far, it's been hard to determine just what properties these space oils should have. Beerbower's solution is to simulate an actual space flight on an analog computer.

This is done by running laboratory tests on sample lubricants and feeding the results to a computer with a pre-programmed space trip. To be successful, scientists must know the temperature of the spaceship's surface and the design of the part needing lubrication — easily attainable information. In this way the proper lubricant can be developed for a specific spaceship.

To solve other space lubrication problems, Esso Research has already developed oils having high resistance to heat and cold for the hydraulic control systems of rockets and missiles. The newest of these fluids was developed by Mr. Beerbower last year in association with Professor Merrell Fenske of Pennsylvania State University.

The skin temperature of a vessel leaving the earth's atmosphere is almost 600 degrees Fahrenheit. Hydraulic lines — the nerves and sinews of the ships — are about an inch below the surface. They must bear both this surface heat and the searing temperatures of the rocket engines without boiling away. The fluid must also remain unchanged at intensely low temperatures. When a spacecraft is blocked off from the sun as it moves through the shadow of the earth, hydraulic oils must

function down to minus seventy-five degrees Fahrenheit.

Besides temperature stability, the space oils must be non-compressible enough to respond instantly since they are used to mechanically control the ship. In space, even a millionth of a second delay could send the ship off course.

Other oils important in space travel are those used in gyroscopes. Starting with an extremely pure product, manufacturers spin off more than ninety per cent of the oil before they get the "super pure" milligrams of oil that can be used in the gyroscopes controlling the course and attitude of the ship.

Reparacion A Cuminza Ariba Muraya di Waf Banda Di Dok Bieuw pa Lancha

Reparacion a cuminsa ariba e muraya di waf banda di e dok bieuw pa lancha. No obstante cu mantenacion di custumber a worde haci ariba dje, esaki ta e promer trabao mayor cu ta worde haci den hopi anja.

E parti dilanti di e dok di 564-pia lo worde renobá y susteni door di trinta pilar di cinco duim. Piedra y coral di grandura di cabez di un hende lo worde usá pa yenamento. E proyecto lo dura dos luna.

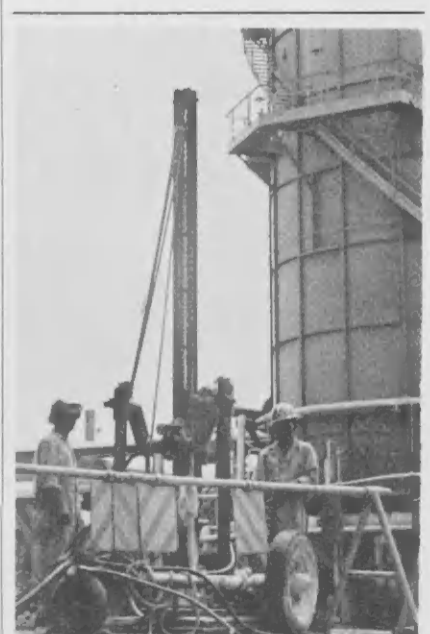
Schedule of Paydays

Semi-Monthly Payroll	
April 16-30	Wednesday, May 8
Monthly Payroll	
April 1-30	Thursday, May 9

Eleven Speakers Listed For April Safety Talks

Eleven speakers were listed for talks to various Aruba groups under the Off-The-Job Safety Program for the month of April. They were Severiano Luydens, I. V. A. Mendes, J. J. R. Beaujon, F. Christiaans, H. P. E. Ecury, J. Noguera, S. Geerman, M. Croes, T. Figaroa, C. de Cuba and J. Opdyke.

Projectionists for the programs were Mr. Luydens, M. Maduro and J. Havertong. Five of the programs were presented to credit union organizations.



DRILLING FOR oil? Nope, testing coral thickness so foundations can be designed for outboard convection section additions to increase the efficiency of Combination Units 5 through 8.

BOORMENTO PA haya azeta? No, pero boramento pa test com diki e skerpi ta pa asina por planea trabao di fundeshi pa adiconnan na Combination Units No. 5 te 8.

Porta Harbri ariba Luna Ta Fatal Sin e Clase Correcto di Lubricante

E promer homber ariba luna por habri su porta di su vehiculo espacial — y nunca logra pa cerré back. E falta di atmosfera ariba superficie di luna por causa azetanan y grease convencional di evaporá y forza e porta pa keda "gefries" mientras habri, asina científiconan di Esso Research & Engineering Company a bisa American Chemical Society.

Alan Beerbower y David Zudkevitch a bisa cu tur partinan movible ariba satélitenan y raketnan mester worde pasá cu por lo menos un capa fini di lubricante cu no ta evaporan den vacuum di espacio. Te awor, tabata difícil pa determina precies ki calidatnan e azeta pa espacio mester tin. Beerbower su solucion ta pa simula un berdadero vuelo espacial ariba un calculador analogo.

Esaki ta worde haci door di tuma testnan di laboratorio ariba muestra di lubricante y manda e resultado pa un calculador cu un viahe espacial programá padilanti. Pa ser exitoso, científiconan mester sabi e temperatura di e superficie di e nave espacial y e disenjo di e partinan cu mester sabi e temperatura di e superficie di e nave espacial y e disenjo di e partinan cu mester di lubricacion — cualnan ta informacionnan facilmente obtenible. Den e forma aki, e lubricante apropiado por worde desaroyá pa un nave espacial specifico.

Pa soluciona otro problemanan di lubricacion espacial, Esso Research

Sea Wall Repairs Start Beside Old Barge Dock

Repairs have been started on the seawall beside the old barge dock. Although routine maintenance had been performed on it, this is the first major work there in many years.

The dock's 564-foot face will be renewed and supported by thirty five-inch ties. Head-sized rocks and coral will also be put in for fill. The project, scheduled to take two months, is about half completed.

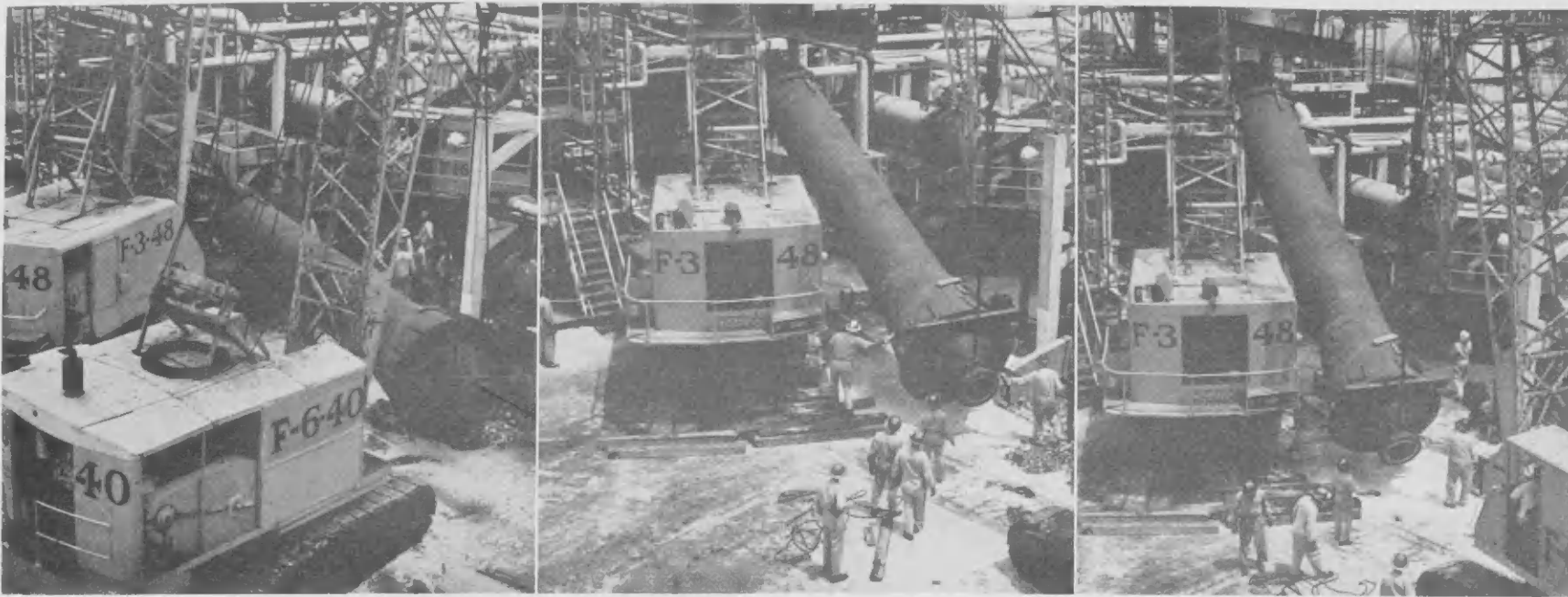
ya tin azetanan ta desaroyando cu tin un resistencia halto contra calor y frialdad pa e sistemanan di control hidraulico di raketnan y cohetenan. E liquidonan aki mas nobo a worde desaroyá door di Sr. Beerbower anja pasá en cooperacion cu Professor Merrell Fenske di Universidad di Estado di Pennsylvania.

E temperatura di e capa di un nave cu ta laga atmosfera di mundo ta casi 600 grado Fahrenheit. Linjanan hidraulico — e nervio y cabuyanan di e nave — ta como un duim bao e capa. Nan mester wanta tanto e cayente di e capa y tambe e temperaturanan creciente di e motornan di e cohete sin dirti of herbe. E liquido tambe mester keda sin cambia na temperaturanan masha abao. Ora un nave espacial ta den sombra di mundo mientras el ta move, azetanan hidraulico mester traha na temperaturanan di sesenta-y-cinco grado bao zero Fahrenheit.

Fuera estabilidad di temperatura, e ezetanan pa espacio mester ta bastante non-compresible pa reaccioná mes ora como cu nan ta worde usá pa controla e nave mecanicamente. Den espacio, hasta un million parti di un seconde di retraso por manda e nave foi curso.

Otro azetanan cu ta importante den viahe den espacio ta esnan usá dy gyroscoconan. Cuminzando cu un producto extremamente puro, fabricantenan ta duna e azeta un tratamiento y ta saca afor mas cu 90 por ciento di e azeta pa haya un poco miligram di azeta "super puro" cu por worde usá den gyroscoconan cu ta controla e curso e curso y actitud di e nave espacial.

A Reaction Chamber Is Raised Upright Like a Missile....



Visbreaker Gets A Turnaround



SOME OF THE 320 men and their supervisors involved in the project are shown as they begin their day's duties, preparing to put on coveralls, poring over diagrams and figures in the mobile office, and discussing progress of the twelve-day project.

POCO DI e 320 homber y nan hefenan cu ta involvi den e proyecto ta worde muntrá na cuminzamento di nan dia di trabao, preparando pa bisti nan coverall, studiando e diagramanan y cifranan den e oficina temporario, y discutando e progreso di e proyecto di 12 dia.



THE INSIDE of the furnace on No. 9 Visbreaker looks like this before the back brick wall is dismantled. Pipes in the convection section hang down just before being pulled. A new wall with bracing will replace the back wall. A bulldozer operator, right, winches out a tube bundle with the help of a derrick, not shown.



E PADEN di e forno di Visbreaker No. 9 ta muntra asina promer cu e muraya patras, trahá di blokki cu por resisti calor, ta worde kibrá. Pipanan den e seccion pa conduci calor ta colga poco promer cu nan worde halá afor. Un muraya nobo cu fortificacion lo reemplasá e muraya patras. Un operador di un bulldozer, banda drechi, ta hala un grupo di tubo.

New Function Inserted For Reaction Chamber

Two of Lago's reaction chambers are being incorporated into the maze of pipes and machinery of the visbreaker. The turnaround, scheduled to be finished in about twelve days, is expected to be finished in about twelve days.

The chambers, old drums that are being repaired for costs of World War I, are raised across from the Zone offices, raised and encased in blocks of pure asbestos.

They had been resting up for the last few months on Combination Units 1 and 2, which were rigged into No. 9 Visbreaker to produce a higher yield from the crude oil.

The chambers — the British call them mammoth Krupp Works in Essen, Germany. They were made from a single steel plate.

Normally turnarounds take about a month, but the Mechanical Department, who's superintending more involved than normal ones, because one had been performed on the unit.

New breaching was installed on the unit. The furnace set of discs and "donuts" was added to improve its functioning. The discs are made of metal which the oil splashes in the strips between the "donuts."

The unit had more than 380 tubes and sixty of these were pulled out. Running parallel with them had been the furnace. Removal of the wall and the tubes was completed.

Cilindronan Reaccionan Ta Haya Uso Nobo

Dos "reaction chambers" di Lago ta bay wordi incorpora den un red di tubo, tanki y valve cu ta forma parti di un reparacion, cu ta programá pa tuma efecto den un sperá di termina den mas o menos 12 dia.

E cilindronan, cualnan segun pensamento di e Departamento Mundial No. 1 door di Alemania, a bay wordi repara den otro banda di Oficina di Zone 1, hiza pa bay den pista di lanzamiento, y enpaketa den blokki di concreto.

Nan tabata sosegando wardando na un lugar di uso largo ariba Combination Units 1 y 2, cu ta produci cracking. Esaki lo yuda pa produci un cantidad mas ta pasa den e unidad.

E cilindronan — local e Inglesnan ta yama drums — ta construi na e fabricanan gigantesco di Essen, Alemania na Lago mas o menos na anja 1928. E cilindronan ta construi di steel bati, local ta raro pa drumnan di e tambeor.

Normalmente, reparacionnan na tubo ta wordi haci den Mechanical Department, kende ta supervisado pa un supervisor cu ta mas complicá cu esunnan normalnan, cu e ultimo reparacion a tuma lugar ariba e unit.

Awanta nobo a worde poni na e furnace, cu e worde agregá na e sistema. E set di disco y "donuts" ta wordi instala. E set di disco y "donuts" ta wordi instala pa mehora su operacion.

E unidad tabatin mas di 380 tubo y 60 di esakinan a worde rancá afor y reemplasá cu un muraya nobo e mes direccion cu e tubonan, tabatin un grupo di tubo.



WORKERS START ripping out the furnace convection section. The rope prevents the workers from falling. Workmen, below, clean firebrick which can be reused on the new furnace. A suspended bridge-type wall is being built.

Cracking Process With A Long History

...ng a new lease on life. They're being...
...nd valves that make up No. 9 Vis-...
...een days or 29,000 man-hours, was...
...ely...
...ed to have been part of Germany's...
...een moved from their resting places...
...set like missiles on launch pads, and...
...holes in Lago processing after long...
...had been razed earlier. They're being...
...re cracking process. This will aid in...
...rping through the unit.
...lloping drums — were made in the...
...y, and arrived at Lago about 1928...
...er, unusual for chambers of this size...
...uts, according to R. C. Bergfield of...
...the remodelling. This turnaround...
...el 16, about 230 days after the last

...eaker furnace, and six soot blowers...
...ection section was renewed. Another...
...ed bottom of the evaporator tower to...
...a domed plates inside the tower over...
...rocess. The discs are separated by...
...eg through its furnace. Two hundred...
...ed with new carbon-steel tubing...
...eavity hung" wall of firebricks inside...
...ection section left — temporarily —...
...age 7)

Cu Un Historia Cracking Process

...do vida nobo. Nan te instalá...
...na Visbreaker No. 9. E trabao di re-...
...o cia of 29,000 ora di trabao, tabata...
...ata parti di pago di costo di Guerra...
...novi for di nan lugar di sosiego na...
...ariba mescos cu un cohete for di su...
...di puro asbesto.
...a nobo den planta di Lago despues...
...ualnan a worde desmantelá anterior-...
...eaker No. 9 pa prolonga e proceso di...
...ado mas halto for di azeta crudo cu...
...a "drumnan absorbente" — a worde...
...na Essen, Alemania, y nan a yega...
...worde trahá for di un solo plachi di...
...anjo e tempo ey.
...o dia, segun R. C. Bergfield di Mech-...
...odelacion. E turno di reparacion aki...
...pinza April 16, como 230 dia despues...
...idad.
...isbreaker y seis suplador di chimené...
...a conduci calor di e forno a worde...
...worde poni na bom di e "evaporator

...den su forno. Dos cien y sesenta di...
...tubonan nobo di staal di carbon. Den...
...traya di blokki cu ta resisti candela...
...gina 7)



...AHADORNAN TA cuminsa ranca e...
...ccion pa conduci calor di e forno. E ca-...
...a ta evita caidas. Trahadornan, p'abao...
...impia blokkian cu por resisti candela...
...l lo por worde usá den e muraya nobo.

Un Reaction Chamber Ta Worde Hizá Vertical Mescos cu un Cohete....



Visbreaker No. 9 Baha Pa 12 Dia



THE TURNAROUND features both big and little jobs. A derrick is used to position one of the base supports for a reaction chamber, left. The flared chamber base, center, is positioned on its new foundation. Chipping and cleaning, right, are important, too.

E TRABAO di reparacion ta pone un di e trabanan grandi y chikito. Un derrick ta worde usá pa consti e awantanan di p'abao pa e cilindronan reaccionador, banda robez, den posicion. E parti p'abao di e chamber, cu ta mas hancho na su rand, ta worde poní den posicion.



EVERYTHING GETS a careful going-over from valves to pumps. The convection section, left, its tubes pulled, is shown being cut up by workers. That face plate, right, will be lifted off by a derrick and the tube bundle inside pulled as part of the project to increase the visbreaker's efficiency of operating. About 320 men are involved.

TUR COS mester worde bon gecheck for di e valvenan te na e pompan. E seccion pa conduci calor, banda robez, cu su tubonan halá afor, ta worde munstrá mientras e trahadornan ta cort'e le na pida chikito. E planchi dilanti, munstrá aya, banda drechi, lo worde kitá cu un derrick, y e grupo di tubonan p'aden halá afor.

Lago's Senior Employee, J. M. Kock, Has Over Thirty-Eight Years' Service

Lago's senior employee in point of service is Jose M. Kock. A painter, he owes his longevity not only to a sharp eye for needs of the company's earliest engineers, but to their memories. Mr. Kock's service now is rated as beginning Jan. 5, 1925, but that decision came only after extensive correspondence. Mr. Kock, born on Aruba July 31, 1909, was listed as starting with Lago as a painter effective May 21, 1925. He claimed, however, that he was hired by Frank W. Levitt and Ralph Watson when they were taking soundings in San Nicolas Harbor.

Mr. Watson, contacted some time after his retirement, remembered.

"I certainly remember my first water boy," he wrote the Retirement Plan Administration Committee. He was "a smiling little fellow with a great big grin who was a great favorite of mine." Mr. Watson said he started living at the old White House with a dredging company engineer in January, 1925. "Prudencia Dirks, Freddy's mother, was our housekeeper, and the problem was water, since there was none at the house. Jose was really her waterboy."

"I started working one day after Mr. Watson started in San Nicolas," Mr. Kock said. "There was no water for cooking or drinking. The second day, Johannes Rasmijn came and asked me to carry water from the well pit." He pressed his donkey into Lago service then, also carrying wa-

Costo di Pos di Petroleo Surpasa Un Milion Dollar; Ta Un Negoshi Riskante

Costo di Colorado su pos di petroleo mas hundo ta worde spera di surpasa un milion dollar, segun e operador di Unidad Uravan No. 1 designa pa Humble Oil & Refining Company.

Humble Company tin plan pa bora mas cu e hundura actual di e poos di 17,500 pia, cual ta un hundura di record nobo pa e estado. Cu ya casi un hundura di tres y mei milla, el ta e segundo pos mas hundo den henter e cadena di Rocky Mountain.

E obheto di Humble Company ta pa yega e formacion di Mississippi, na unda el ta spera di por haya azeta y gas si tin bao tera.

"Nos problemanan y costo di boramento ta subi rapidamente segun nos ta bai pa tal hunduranan extremo na unda e temperaturanan na fondo ta mas o menos 300 grado Fahrenheit," asina Raymond D. Sloan, gerente pa e region di Denver di Humble, a bisa. "E operacion aki ta muntra com caro y riskante e trabao pa busca azeta den ceronan di Rockies ta awendia."

Equipo di boor actualmente den e buraco ta inadecuado pa e hundura mas grandi. Promer cu sigui atrobe cu operacionnan di boormento, cambian grandi mester worde haci. Nan ta inclui hacimento di e estructura di e boor mas fuerte y pone acerca mas forza pa pompan pa asegura un circulacion apropiado pa e liquido usa den boramento.

ter to employees working on the wharves and other parts of the work area, just beginning to start the growth backwards from the immediate waterfront area.

For this chore, he drew Fls. 1.25 a day, plus seventy-five cents a day for his donkey.

Mr. Kock, now with more than thirty-eight years of Lago service, was one of the first Arubans to attain twenty years service entirely in Aruba without a single deductible absence.

His service claim — including the period from Jan. 5, 1925, to April 29, 1925, was approved. His records then list him as a waterboy with the Pan American Petroleum Company.

Ex-Lagoites Have Visit With Foundry Organizer During Middle East Trip

It is not rare for Lago employees to meet all over the world. There are many ex-Lagoites residing and working in all the great lands and for them to meet at any moment in any location is not at all unlikely. It is always interesting. Such was the meeting of Ralph Watson and John F. Schnur near Madras, India, recently.

Mr. Watson, former Receiving and Shipping division superintendent who retired eight years ago, and Mrs. Watson had been touring Asia. In India, they travelled to Madras and made a side trip off usual tourist routes to visit the Schnurs, who have been in India over ten years.

Mr. Schnur came to Lago in 1931 and left eleven years later after he had established the foundry Lago once had. In addition, he trained the men who operated this foundry. This is primarily what he has been doing in India for the past decade. He is one person of the many whom the United States government has sent to India under aid programs. Mr. Schnur has set up foundries in many areas of India. He has trained innumerable Indians in the skills and labors of foundry work and has upgraded the craft wherever he has been assigned.

According to Mr. Watson, the foundry technologist is a greatly admired and respected man in India. Mr. and Mrs. Schnur have travelled the length and breadth of India. In fact, during the first twenty months he was in India he travelled over 40,000 miles, and many miles were travelled on the back of an elephant. Mr. Watson remarked that the Indian government will not think of Mr. Schnur leaving their land because he has done such a remarkable job.

Family Tour Schedule To Change Temporarily

During the absence of R. E. Muller, who will be on vacation from May 20 to June 18, Severiano Luydens will be acting public relations assistant. Tours for off-the-island visitors during this period will be conducted only on Tuesday and Friday afternoons. Family tours will be discontinued during this period.

It's Getting Pretty Warm In 17,500-Foot-Deep Well; Cost To Exceed \$1 Million

Cost of Colorado's deepest wildcat well is expected to exceed \$1 million, according to Humble Oil and Refining Company, designated operator of the No. 1 Uravan Unit.

Humble intends to drill beyond the well's present depth of 17,500 feet, which is a new well depth record for the state. Nearly three-and-a-half miles down already, it's the second deepest well in the entire Rocky Mountain chain.

Humble's objective is to reach the Mississippian formation, which is where it expects to find the oil and gas if any is present.

"Our problems and drilling costs rise rapidly as we go to these extreme depths where the bottom hole temperatures are about 300 degrees Fahrenheit," according to Raymond D. Sloan, Humble's Denver area manager. "This operation typifies how expensive and risky looking for oil in the Rockies is nowadays."

Drilling equipment presently on the hole is inadequate for the greater depth. Before drilling operations are resumed, major modifications must be made. They include strengthening the steel structure of the rig and adding pumping horsepower to assure proper circulation of the drilling fluid.

The Mississippian formation produces gas and oil at the Lisbon field, Utah, thirty miles southwest of the Uravan site. There is also commercial Mississippian production in Colorado's Southeast Lisbon Field.

Empleadonan di Lago Topa Otro Tur Parti di Mundo; Watson A Bishita India

No ta nada stranjo pa empleadonan di Lago topa otro tur parti di mundo. Tin hopi ex-empleadonan di Lago cu ta biba y traha na tur e paisnan grandi y no ta imposibel pa nan encontra otro na cualkier momento na cualkier lugar. Tur semper esaki ta interesante. Asina mes tabata e encuentro di Ralph Watson y John F. Schnur recientemente den bicardario di Madras, India.

Sr. Watson, antes superintendent di Departamento di Receiving & Shipping cu a retira ocho anja pasá, y Sra. Watson tabata antes na Asia. Na India, nan a viaje pa Madras y a haci un extra viahe fuera di rutanan di custumber pa turista pa bishita familia Schnur, cu ta bibando na India mas cu diez anja caba.

Sr. Schnur a bini Lago 1931 y a bai despues di diezun anja ora cu el a establece e foundry cu Lago tabatin. Tambe el a sinja e hombernan cu a operá es foundry aki. Esaki ta principalmente loke el ta haciendo na India pa e ultimo diez anjanan. E ta uno di e cantidad di personanan cu gobierno di Estados Unidos a manda India bao di programa di ayudo. Sr. Schnur a establece foundrynan na hopi parti na India. El a entrená hopi hende di India den e habilidad y trabao di foundry y a mehorá e ofishi unda cu el a worde asigná.

Segun Sr. Watson, e tecnico di foundry ta un homber masha admirá y respetá na India. Sr. y Sra. Schnur a viaje tur parti na India. En realidad durante su promer binti lunanan na India el a viaje mas cu 40,000 milla, y hopi milla a worde viajá ariba lomba di un elefante. Sr. Watson a haci e remarca cu gobierno di India no kier pensa mes pa Sr. Schnur largu nan tera pasobra el a haci un trabao tan remarcable.



LAGO'S TWO most senior employees, above, discuss earlier days in the refinery. Jose M. Kock, right, a painter, joined Lago thirty-eight years ago as a water boy for Ralph Watson. B. F. Dirks of Technical-Laboratory is considered the company's second senior employee.

LAGO SU dos empleadonan mas bieuw den servicio, ariba, ta discuti tempnan promer den refinaria. Jose M. Kock, drechi, ta un verfdo cu a drenta servicio di Lago trinta-y-ocho anja pasá como un cargador di awa pa Ralph Watson. B. F. Dirks di Technical-Laboratorio ta worde considerá como e segundo empleado mas bieuw den servicio.

E Empleado di Lago Mas Bieuw, J. M. Kock, Tin Mas cu Trinta-y-Ocho Anja di Servicio

E empleado mas bieuw di Lago den sentido di servicio ta Jose M. Kock. E ta un verfdo y debe su servicio largu no solamente na un wowo skerpi pa necesidadnan di e promer ingeniero di compania, pero pa nan memoria. Sr. Kock su servicio ta worde contá awor di a cuminsa Jan. 5, 1925, pero e decision ey a bini solamente despues di correspondencia extensivo. Sr. Kock, naci na Aruba Juli 31, 1909 tabata enscribi cu el a cuminsa cu Lago como un verfdo Mei 21, 1925. E ta reclama, sin embargo, cu el a worde empleá door di Frank W. Levitt y Ralph Watson ora nan tabata tumando sondeo den Haaf di San Nicolas.

Sr. Watson, ora cu el a worde acercá poco tempo despues su retiro cu pensia, a recorda.

"Segur, mi ta recorda mi promer cargador di awa," el a scribi e Comité di Administracion di Pension. E tabata "un mucha semper sonriendo y munstrando su dientenan y e tabata un gran favorito di mi." Sr. Watson a bisa cu el a cuminsa biba na e White House bieuw hunto cu un ingeniero di e compania di draga na Januari 1925. "Prudencia Dirks, Mama di Freddy, tabata mira pa e cas, y e problema tabata awa, como no tabatin na e cas. José tabata en realidad su cargador di awa."

"Mi a cuminsa traha un dia despues cu Sr. Watson a cuminsa na San Nicolas," Sr. Kock a bisa. "No tabatin awa pa cushina of bebe. E dia siguiente, Johannes Rasmijn a bini y puntrami pa hiba awa for di e pos." El a forza su burico pa drenta servicio di Lago e tempo ey, tambe hibando awa pa e empleadonan trahando ariba waf y otro sitionan di trabao. Pa e trabao aki el a gana Fls. 1.25 pa dia, plus setenta-y-cinco cent pa dia pa su burico.

Sr. Kock, cu tin awor mas cu trinta-y-ocho anja di servicio di Lago, tabata uno di e promer Arubanonan pa alcanza binti anja di servicio completamente na Aruba sin ningun ausencia cu ta rebaha su servicio.

E reclamo di su servicio — incluyendo e periodo for di Jan. 5, 1925, te na April 29, 1925, a worde aprobá. Su recordnan anto tine registrá como un cargador di awa cu Pan American Petroleum Company.

Koos H. Bergeik

Koos H. Bergeik, 51, a Lago employee for more than twenty-one years, died April 15 at San Pedro Hospital. He was a storehouse foreman in the Mechanical Department. Born in Surinam Nov. 15, 1908, he leaves his wife and five children.

Koos H. Bergeik, 54, un empleado di Lago pa mas cu binti-un anja, a muri April 15 na San Pedro Hospital. E tabata un foreman na storehouse di Mechanical Department. Naci na Surinam Nov. 15, 1908, el a larga tras su senjora y cinco yiu.



LOOKING NOT a day older than he did when he left Lago eight years ago, Ralph Watson, former Receiving and Shipping head, visited Jack Schnur, another former Lago employee, at the Schnur's home in Madras, India. Mr. and Mrs. Watson, second from right, are currently touring Asia. MISTRANDO NINGUN dia mas bieuw cu dia el a larga Lago ocho anja pasá, Ralph Watson, antes encargá cu Receiving & Shipping, a bishita Jack Schnur, un otro empleado bieuw di Lago, na cas di Sr. Schnur na Madras, India. Sr. & Sra. Watson, di dos for di derecho, ta haciendo un bishita den Asia actualmente.

Powerful Towboats Used Along Mississippi River; Carry 7.5 Million Gallons

Two powerful river towboats, each capable of transporting 7,500,000 gallons (180,000 barrels) of oil products, have entered service. They are being used by the Humble Oil and Refining Company on the Mississippi-Ohio river system in the United States.

Each craft pushes an eight-barge integrated tow with a total length of 1195 feet, longer than the passenger liner France. The motor vessels are the Esso Pennsylvania and the Esso West Virginia. Each has an operating draft of only eight feet, six inches. Their lengths are 150 feet; beams, 48 feet. Each carries a crew of eleven. The sister vessels are equipped with radar and automatic pilots.

Operating between Humble's Baton Rouge, Louisiana, refinery and Pittsburgh, Pennsylvania, the towboats can complete the 3433-mile round trip in twenty-two to twenty-five days, depending on river conditions. The river transport service replaces product deliveries by tanker between the U.S. Gulf Coast and New Jersey and a pipeline to western Pennsylvania.

Lancha Largo Usa den Rio Mississippi Ta Carga 180,000 Baril di Product

Dos remolcador di rio di potencia, cada uno cu capacidad pa transporta 7,500,000 gallon (180,000 baril) di producto di azeta, a worde poni na servicio. Nan ta worde usa door di Humble Oil & Refining Company ariba e sistema di Rionan Mississippi-Ohio na Estados Unidos.

Cada remolcador ta pusha un grupo di ocho lancha cu un largura total di 1195 pia, mas largu cu e bapor pasahero "France." E barconan di motor ta "Esso Pennsylvania" y "Esso West Virginia." Cada uno tin un hundura di operacion di solamente ocho pia y seis dim. Nan largura ta 150 pia y 48 pia hanchu. Cada uno ta hiba un tripulacion di diezun hende. E barconan ambos ta equipá cu radar y piloto automatico.

Operando entre Refineria Baton Rouge, Louisiana, di Humble y Pittsburgh, Pennsylvania, e remolcadornan por completá un viahe bai-bini den binti-dos te binti-cinco dia, dependiendo ariba condicionnan di rionan.

Storehouse Team Takes Tourney Title In Inter-Departmental Softball League

Trophies were awarded at Lago Sport Park recently for winners in the 1963 Inter-Department Softball Knock-out tournament. Seven teams participated, with Storehouse taking an 11-9 win over Ely scores of 17-6 and 6-1 in the best-two-out-of-three elimination.

Ramon Hodge of the Storehouse team won the tourney batting championship title, averaging .714 with five hits in seven at-bats. Kenneth Abrahams of Storehouse was runner-up, averaging .625 in the games with five hits in eight times at bat.

Participating teams were Machinist, G.O.B. 1, G.O.B. 2, Storehouse, Metal Crafts, Instrument and Electrical.

Four teams participated in the LSP female softball competition: San Nicolas Juniors, Los Vets, Fanny Shop Stars and Oranjestad Braves. The Fanny Shop Stars defeated the Braves 5-3 to take the title.

Miss Winnie Bergeik of the Braves won the batting title with a .555 average for five hits in nine at-bats. Runner-up was Miss Olga Muller of the Juniors, averaging .444 for four hits in nine at-bats.

With twenty-five teams participating in the Island-Wide Softball Knock-out tournament, the San Nicolas Stars took the round robin with the San Nicolas Reds and Colar for the tourney championship. Sub-champions were the Reds. Guillermo Richardson of the Stars was Guillermo champion, averaging .571 with four hits in seven times at bat. Sam Jacobs of the Reds was runner-up, with a .500 average for three hits in six times at bat.

Trophies and medals were presented by K. L. Weill, Lago management representative. Softball steering committee members are José Kock, chairman; Ramon Hodge, secretary; P. Phillips, J. A. Rodriguez, and J. M. Halley, dean of umpires. Both Mr. Kock and Mr. Halley are members of the Lago Sport Park Board.

NEW ARRIVALS

- March 28**
TROMP, Luis F. - Mech. Mach.; A son, Ronnie Luisito
DIJKHOFF, Francisco L. - Mecr. Carpenter; A son, Robert Francisco
- March 29**
ALBERTS, Juan - Mech. Instrument; A daughter, Rica Cecilia
WILSON, Walter H. V. - Accounting; A daughter, Carmen Magali
- April 1**
SEMELEER, Tarcisio - Mech. Yard; A son PERROTTE, Anthony - TD-Labs.; A daughter, Marcia Christina
- April 2**
AREND, Feliciano - Utilities; A son, Guido Friedrich
FELIGIANA, Maximo - Mech. Instrument; A daughter, Jacqueline Noreen
EUSON, Herman I. H. - Acid & Edel.; A daughter, Deborah Karen
- April 3**
WOLFF, Claudio L. - Mech. Yard; A son, Frederick Emanuel
WERNET, Basilio - Mech. Carpenter; A son, Benito Ricardo
TOPFENBERG, Edwin J. F. - Medical; A son, Ricardo Elias
DeCUBA, Louis D. - Mech. Welding; A son, Rudolf Tarcisius
- April 5**
STAMPER, Maria E. - Medical; A son, Marlon Carlos
DeCUBA, Bertrando E. - TD-Eng.; A son, Gerard Everett
- April 6**
MARTIS, Diogenes C. - Mech. Admin.; A son, Jorge Hermogenes Conrado
- April 7**
EVERON, Jozef - Mech. Storehouse; A daughter, Gretha Marina

Cyclonnan Lo Ser Instala Na Cat Cracker na Maart; Lo Worde Baha pa 21 Dia

E planta PCAR di Lago lo kita su capa for di ariba su diezocho cyclonnan den mas o menos diez luna. E Cat Cracker lo worde baha na Maart otro anja, su parti ariba lo worde cortá y su diezocho cyclonnan, caldereta pa stof y prianan lo worde reemplazá. E cyclonnan, cual ta separa e catalyst caro for e vapor den e reactor di e unidad pa medio di forza centrifugal, ya a yega.

Cada cyclon lo ta siete pia mas largo cu esunnan cu tabata den e chamber pa mas di diez anja. Esaki ta nifica cu un seccion mester worde poni acerca na e reactor. E reactor lo bira diezcuatro pia mas halto ora e proyecto ta completá.

Enginieronan ta tratando pa logra pa baha e planta pa solamente bintiun dia pa e proyecto aki, utilizando varios metodonan cortico y nobo. E trabao ta tumar por lo menos un luna den otro refinarianan. Un cabez nobo lo yega aki na Agosto cual ta worde usá como tapadera of capa pa e reactor. Mas tanto posible di e trabao lo worde ariba tera.

Un grua di 100 ton lo worde trahá cerca di e reactor — esaki sol ta un trabao di tres siman y lo worde haci hopi promer cu e proyecto mes iá programá — pa hiza y kita e capa bieuw, saka e cyclonnan bieuw y calderetanan pa stof, hizá e seccion nobo pa e instalá e cyclonnan nobo y pone e capa nobo ariba. E grua lo mester hiza nan 120 pia halto for di tera.

Cyclonnan Bieuw

E planta di PCAR (cu ta nifica Powdered Catalyst Aruba) ta opera na temperatura di 900 te 1000 grado Fahrenheit. E tin un diametro di 23 pia. E cyclonnan bieuw, cu tin como diezdos pia di largura, ta poni vertical den e reactor. Nan ta circula e catalyst y por haci esaki na razon di treinta te cuarenta ton di catalyst pa minuut.

E calderetanan pa stof ta poni abao di e cyclonnan. E pianan ta bai abao for di nan den e catalyst.

E catalyst sintetico cu ta worde usá awor ta costa como \$350 pa ton. Tin como binticinco ton den e reactor y como 300 ton den e regenerador. E catalyst ta worde remoliná door di cyclonnan primario y secundario pa separa'le for di vapornan den e reactor.

Loke no worde eliminá door di remolinacion ta bai door di un serie di pompan, y pa otro proceso. E aparatonan aki ta costoso na mantene. E unidadnan di cyclonnan nobo lo permiti eliminacion di "Slurry Settler," "re-slurry pump" y pompan di azeta, y indirectamente por reduci e necesidad di aire cu mester worde mandá pa e planta. Tur esakinan lo resulta den rebahamento di costo.

E bahamento di e planta ta fihá pa Maart 1, 1964. E proyecto completo lo worde contratá. Warren T. Michael ta ingeniero di e proyecto y Robert W. Kendrick ta ingeniero di proceso.



NEW CYCLONES will be installed in the PCAR Cat Cracker next spring. The cyclones will be hung upright in the reactor to separate the catalyst from the vapors. Dust pots are secured below them, with diplegs extending downward into the catalytic agent.

CYCLONNAN, LO worde instalá den Cat Cracker di PCAR den siguiente primavera. E cyclonnan lo worde poni vertical den e reactor pa separa e catalyst for di vapor. E calderetanan di stof ta worde instalá abao nan, cu nan pia sintá abao den e catalyst.

New Cyclones Will Be Installed on PCAR In Record Turnaround Time of 21 Days

Lago's PCAR unit will flip its lid over eighteen cyclones in about ten months. The Cat Cracker will be shut down next March, its top cut off and the eighteen cyclones, dust pots and diplegs replaced. In the cyclones, which separate the expensive catalyst from the vapors in the unit's reactor by centrifugal force, have already arrived.

Each cyclone unit will be seven feet longer than the ones which have been in the chamber for more than ten years. This means addition of a section to the reactor walls. It will be fourteen feet higher when the project is finished.

Engineers are aiming at a twenty-one-day shutdown for the project, utilizing several shortcuts and innovations. The job takes at least a month in other refineries. A new head will arrive here in August to be used as the lid or cap for the reactor. As much prefabricating as possible will be done on the ground.

The 100-ton derrick will be assembled near the reactor — this alone takes three weeks, and will be done in plenty of time before the scheduled turnaround — to lift off the old head, remove the old cyclone units and dust pots, lift up the new section for the reactor, install the new cyclone assemblies and replace the new head. The derrick will have to lift it 120 feet off the ground.

The PCAR (for Powdered Catalyst Aruba) unit operates at temperatures of 900 to 1000 degrees Fahrenheit. It's twenty-three feet in diameter. The old cyclones, about twelve feet long, are hung vertically inside the reactor. They circulate the catalyst, and can do this at the rate of thirty to forty tons of catalyst a minute.

The dust pots are hung on the bottoms of the cyclone units. The diplegs extend downward from them toward the catalyst.

The synthetic catalyst now being used costs about \$350 a ton. There are about twenty-five tons of it in the reactor and about 300 tons in the regenerator. The catalyst is spun

through primary and secondary cyclone units to separate it from the vapors inside the reactor.

What isn't removed by spinning goes through a series of pumps, a Dorr settler, and on to other processing. These machines are costly to maintain. The new cyclone units will allow elimination of the slurry settler, re-slurry pumps and clarified oil pumps, and may indirectly decrease the blower air requirements. All this will result in cost savings.

The shutdown is scheduled for March 1, 1964. The entire project will be let to competitive bid. Warren T. Michael is project engineer; Robert W. Kendrick, process engineer.

TORNEO

(Continua di pagina 2)

cu averaje di .444 pa cuatro hits den nuebe biaha na bate.

Cu binti-cinco equipo participando den e Torneo pa henter Aruba di Knock-out di Softball, San Nicolas Stars a tuma campeonado di San Nicolas Reds y Colar. Sub-campeon tabata e equipo di Reds. Guillermo Richardson di Stars tabata bateo di bato.

Sam Jacobs di Reds tabata segundo, cu un averaje di .500 for di tres hits den seis biaha na bate. Trofeonan y medaljanan a worde presentá door di K. L. Weill, representante di directiva di Comité di Softball ta: Jose Kock, presidente; Ramon Hodge, secretario; P. Phillips, J. A. Rodriguez, y J. M. Halley, decano di umpires. Sr. Kock y Sr. Halley tur dos ta miembro di Directiva di Lago Sport Park.



RECEIVING TROPHIES from K. L. Weill in Lago Sport softball championship play are Ramon Hodge, left, inter-department batting champion; Ludwina Wauben, captain of the Fanny Shop Stars team; and J. M. Halley, manager of the champion Storehouse team. A decision by umpire James Meade is contested, at right, during a playoff game.



RECIBIENDO TROFEONAN di K. L. Weill na weganan de campeonato pa softball den Lago Sport Park ta Ramon Hodge, Roberto Wauben, capitan di equipo di Fanny Shop Stars; y J. M. Halley, manager di equipo campeon di Storehouse. Un decision di Umpire James Meade ta worde disputá, drechi.



JUST BACK after several months taking part in Operation Deep Freeze in Antarctica is the U.S.N.S. Chatahoochee, her icebreaker bow showing the results of a 1000-mile voyage through ice packs. Her bearded first officer, C. C. Hawker, is shown at right.



NET BACK for di varios luna despues di a tuma parti den Operacion "Deep Freeze" den Antarctica ta e barco marina di Estados Unidos "Chatahoochee," cu su proa pa kibra ijs munstrando resultado di un viahe di 1000 milja den formacion di ijs.

Officer Tells About Birds, Bugs In Duty On Icebreaking Fuel Voyage To Antarctica

It was hard to think of penguins and six-month-long days and ice sixteen feet thick. Aruba's morning warmth made it most unreal. Even harder to visualize were seagulls living with spiders inside their beaks; a bird that doesn't know — for sure — the sex of his companion birds; or being able to see a mountain 172 miles away.

C. C. Hawker, first officer aboard the United States Naval Ship Chatahoochee, kept fondling his whiskers.

"Nothing rusts down there at Antarctica," he said. "It was a routine run, except for the thousand miles of ice we had to break through to get there. The visibility was fabulous, and when the thermometer hits zero degrees, it isn't really cold."

The 302-foot-long ship was docked in San Nicolas Harbor, taking aboard a load of jet and aviation fuels and en route to a New Jersey port. She was returning after a rugged four months near the South Pole.

Scientists even had a pole stuck up — they said it was two feet from the South Pole, that's how accurately they've got it measured — and would run around it to see who could go around the world the fastest, Mr. Hawker said.

The Chatahoochee left New York on Aug. 17, 1962; destination, McMurdo Sound. She left the Antilles last Sept. 26 for Port Lyttleton, New Zealand, and six weeks later arrived to support Operation Deep Freeze on that continent.

The ship has an icebreaker bow. It's classed as a temporary auxiliary oiler; has a sixty-two-foot beam and carries forty officers and men. She arrived off Beaufort Island Dec. 4, and immediately began hand-pump-

ing 2700 barrels of fuel to the continent's chilly inhabitants. Four other ice-breakers were trying then to crash through the ice barrier to aid in delivering supplies to the scientific expedition's contingent.

"We laid fifty-foot lengths of rubber hose for nine-and-a-half miles," Mr. Hawker said, "to get fuel to them." Then the ship made four loads from Port Lyttleton to McMurdo to complete its assignment in March of this year.

What season was it when the ship left Antarctica?

"Night," Mr. Hawker said bluntly. "It'll be night there until this September, and nobody will be in there until September."

The ship's men, in their spare time, "kept warm," he added. Describing the excellent visibility about the ice pack, Mr. Hawker told of taking a bearing on a 12,000-foot mountain 172 miles away from the ship.

Entomologists studying insect life on the frozen land mass told him of spiders that live in the bills of seagulls; of a parasitic insect that lives in the body orifices of seals. Other scientists rigged nets aloft, catching seeds blown by the wind for thousands of miles.

"The penguin are funny birds," Mr. Hawker said. "They don't really know if they are boys or girls. If a penguin thinks he is a boy, he starts piling up rocks for his playmate. If the playmate turns out to be a girl, she starts playing with the rocks." He didn't say what happened if the playmate is a boy.

The penguins, he added, also have a built-in direction finder, "but it won't work unless the sun is out, and it snows most of the time there."

The Chatahoochee, after being



SEROE COLORADO Girl Scouts are shown embarking for a week's visit to Puerto Rico with their chaperones, Mrs. W. J. Hedlund and Mrs. B. R. Ellis. Troop members saved for three years to make the trip. They were quartered at the U.S. Navy base on the island.

PADVINDSTERNAN DI Seroe Colorado ta worde munstrá aki cu nan leidsternan Sra. W. J. Hedlund y Sra. B. R. Ellis, baiendo pa un bishita di un siman na Puerto Rico. Miembronan di e grupo a spaar tres anja pa por haci e biahe. Nan a haya laga di keda na e base di e U.S. Navy na e isla.

pounded by the heavy ice, will go up for repairs when she returns to the United States. Mr. Hawker will then be able to get his first look at his new son, born March 16 while he was returning from the polar region.

He didn't say whether or not he'd be able to keep his whiskers after he reaches home.

Kenneth Rivers Wins Title As "Mister Aruba 1963" In Body Beautiful Event

K. Rivers took first place in the Senior Body Beautiful competition at Lago Sport Park April 20, and another first while competing in the 148-pound class for weightlifting. L. Roberts placed second in the body building class, and second in the 165-pound weightlifting class.

J. Diaz and C. Wild tied for top honors in the Junior Body Beautiful category. Mr. Diaz was awarded first place after further judging; Mr. Wild, second place.

E. Jorst, a 222-pound heavyweight, took first place with a clean and jerk of 290 pounds. He pressed 260 pounds; snatched, 235. D. Webster, only contender in the 123-pound class, turned out a performance of 200-155-160 in those respective categories.

Kenneth Rivers Nombra "Mister Aruba di 1963" Den Concursona Sport Park

Kenneth Rivers a capturá promer lugar den competicion di Senior Body Beautiful na Lago Sport Park April 20 y un otro promer lugar den curso pa clase di 148 liber pa hizamento di peso. L. Roberts a obtene segundo lugar den clase di "body building" y segundo lugar den clase di hizamento di peso di 165 liber.

J. Diaz y C. Wild a empata pa promer lugar den categoria di Junior Body Beautiful. Sr. Diaz a worde duná a promer lugar despues di mas juzgamento; y Sr. Wild a haya segundo lugar.

E. Jorst, un peso completo di 222 liber, a gana promer lugar cu un "clean" y "jerk" di 290 liber. El a press 260 liber; a snatch 235 liber. D. Webster, a unico competidor den e clase di 123 liber, a muntra un actuacion di 200-155-160 liber den e categorianan respectivo.

Rivers a yega un total di 710 pa su promer lugar den clase di 148 liber. H. Henriquez, segundo, y J. Yarzagaray, tercera, cada uno a anotá 600 punto. T. Barend tabata di promer den clase di 165 liber cu 650 punto; L. Roberts, segundo, cu 595 punto; y John Scaarbaai, tercera, cu 590 punto.

Ganando promer lugar den otro clasenan tabata: J. Diaz, 132 liber, anotacion 540 punto; Max Erasmus, 181 liber, anotacion 555 punto y J. Hunt, 198 liber, anotacion 680 punto.

Oficial di Kibrador di Ijs, Cargando na Lago, Ta Conta Su Tarea den Antartico

Tabata duro pa pensa tocante penguin y dianan cu ta dura seis luna largo y ijs cu ta 16 pia diki. E calor di mainta na Aruba a haci esaki mas imaginario. Mas duro ainda pa forma un vista mental di dje ta gansnan di lama cu ta biba cu spiderá den nan piek; un pahara cu — por cierto — no sabi ki sexo su companjero tin, of cu por mira un cerro 172 milla leuw.

C. C. Hawker, Promer Oficial abordo di e Bapor Naval di Estados Unidos "Chatahoochee", tabata pasa man na su barba.

"Nada no ta frustia aya na Antartica," el a bisa. "Nos a haci un viahe di rutina, excepto pa e miles di milla di ijs cu nos mester a kibra pa pasa door pa yega aya. Visibilidad tabata fabuloso, y ora e termometer yega zero grado, ainda no ta realmente frio."

E bapor di 302 pia largo a marra den Haaf di San Nicolas pa tuma abordo un carga di combustible jet y di aviacion y ta na camina pa un puerto di New Jersey. El tabata binendo for di cuatro luna pisá cerca di Zuid Pool.

McMurdo Sound

"Scientificonan hasta a claba un palo aya — nan ta bisa el tabata dos pia for di Zuid Pool. Asina exacto nan a midi nan posicion. Despues nan tabata corre rond di e palo pa mira cual di nan por a pasa mas liher rond di mundo," Sr. Hawker a bisa.

"Chatahoochee" a sali for di New York Aug. 17, 1962 cu destinacion McMurdo Sound. El a laga Antillas ultimo Sept. 26 pa Puerto Lyttleton, na Nueva Zeelandia, y seis siman despues el a yega pa asisti e Operacion "Deep Freeze" ariba e continente.

E bapor tin un proa pa kibra ijs. El ta clasifica como un barco cargador di azeta auxiliar y temporario. El tin un hanchura di sesenta-y-seis pia y tin un tripulacion di cuarenta persona. El a yega afor di Isla Beaufort ariba December 4 anja pasá y inmediatamente a cuminsa pomp 2700 baril di combustible cu pomp di man pa e inhabitantenan yen di frio di e continente. Cuatro otro kibrador di ijs e tempo ey tabata tratando pa kibra e barrera di ijs pa yuda den entregamento di provision pa e expedicion científico ariba e continente antartico.

"Nos a conecta hoosnan di cincuenta pia largo pa un distancia di nueve milla y mei," Sr. Hawker a bisa, "pa por a pomp combustible pa nan." Despues e bapor a tuma cuatro carga for di Puerto Lyttleton pa McMurdo pa completa su tarea na Maart a anja aki.

Ki temporada tabatin ora e bapor a sali for di Antartica?

"Nochi," Sr. Hawker a bisa cla. "Lo ta anochi aya te na September e anja aki y ningun hende lo tey te September."

Den nan tempo libre, e tripulacion di e bapor tabata "tene nan mes cayente," el a agrega.

Describiendo e excelente visibilidad den e desierto di ijs, Sr. Hawker a bisa cu el a tuma posicion di un cerro di 12,000 pia halto na un dis-

tancia di 172 milla leuw for di e bapor.

Entomologonan cu ta studiando bida di insecto ariba e terra inmenso di ijs a bisele cu tin spiderá cu ta biba den pieknan di gansnan di lama. Nan a contele tambe di un insecto parasitico cu ta biba ariba cuero di cachor di lama. Otro scientificonan a pone net na un haltura pa cohe semilla cu ta worde hibá pa biento for di miles di milla leuw.

Penguinnan

"E penguinnan ta paharo stranjo," Sr. Hawker a bisa. Nan no sabi realmente si nan ta mucha homber of mucha muher. Si un penguin ta pensa cu e ta un mucha homber, el ta cuminsa traha un monton di piedra pa su companjero di wegá. Si e companjero ta un mucha muher, anto el ta cuminsa hunga cu e piedranan." El no a bisa kiko lo socede si e companjero di wegá ta un mucha homber.

E penguinnan, el a agrega, tambe ta posede un indicador di direccion interno, "pero esey no ta traha si no tin solo, y nieve ta cai aya mayoria di tempo."

E barco "Chatahoochee," despues di a worde azotá door di ijs pisá, lo bai ariba dok pa reparacion ora el regresa na Estados Unidos. Sr. Hawker anto lo por tira su promer vista ariba su yiu homber nobo, cu a nace Maart 16 mientras el tabata regresando for di e region polar.

El no a bisa cu si el lo por mantene su barba despues cu el yega cas of no.

Mehoracionnan Ta Planea Pa Cuatro Forno den Planta Pa Aumenta Eficiencia

Testnan pa determina com diki e skerpi ta a principia enfrente di Combination Unit No. 5 te No. 8. Resultadonan di e testnan lo worde usá pa traha plan pa fundeshi pa fan y stacks ariba seccionnan banda pafor di forno-nan petro-quimico.

E excavacionnan ta worde usá pa localizá interferencianan bao di tera. E proyecto ta intencioná pa aumenta eficiencia di e forno-nan existente.

Improvements Scheduled To Four Unit Furnaces To Increase Efficiency

Tests to determine thickness of coral have been started in front of Combination Units 5 through 8. Results of the tests will be used in designing foundation for fans and stacks on outboard convection sections on the petro-chemical furnaces.

The excavations are used to locate underground interferences. The project aimed at increasing the efficiency of the existing furnaces.



EXCAVATORS MEASURE thickness of the coral in front of Combination Units 5 through 8. The holes, some of which are shown here, will assist engineers in designing convection section additions.

COBADORAN TA midi e hanchura di e coraal dilanti di Combination Units 5 te 8. E buracionan, poco di nan munstrá aki, lo asisti e ingenieronan den hacimento di e diseño pa e adiconnan di esecion pa conduci calor.